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CENTRAL INTELLIGENCE AGENCY

REPORT NO. 23

## INFORMATION REPORT

25X1A COUNTRY USSR/China

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25X1A SUBJECT Economic Information: Construction of Highways  
and Fortifications in the Chita-Hailar AreaNO. OF PAGES 225X1A PLACE ACQUIRED [REDACTED]NO. OF ENCLS.  
(LISTED BELOW) 4DATE OF INFO [REDACTED]SUPPLEMENT TO  
REPORT NO. 388**"LIBRARY COPY"**25X1X [REDACTED]Construction of Military Roads in the Area Northwest of Hailar

1. New roads are being constructed by the Soviet Army in the region of the USSR and Manchuria northwest of Hailar (119-44, 49-13). These highways, supplementing two existing roads leading from Chita (113-30, 52-01) to Hailar, are being built for military use and for the development of newly acquired mining sites. The routes followed by the existing highways are outlined below, as Road A and Road B.
2. Road A parallels the southward and eastward route of the Harbin-Manchouli line of the Chinese Eastern Railway from Chita through Manchouli (117-27, 49-36), Talainoerh (117-44, 49-26), Tsakang (118-05, 49-15), Ch'ihlohuangte (118-26, 49-12), Wankung (118-57, 49-12) and Wukunoerh (119-20, 49-10). It then proceeds to Hant'un (119-44, 49-08), and north from there to Hailar.
3. Road B follows the railroad from Chita to a point halfway between Makoveyevo (113-55, 51-45) and Palshing (114-13, 51-38), from which point it extends to Ustilya (113-42, 50-26). This point is probably Ul'sutuy, which is shown in AMS N 401, linked to Ustilya by a third class road. From Ustilya the road runs eastward to Borzya (116-31, 50-23), where it crosses the railroad line and proceeds to Nove Tsurukhaitui (119-05, 50-23) via Dono (118-35, 50-50). From this point two alternate routes extend to Hailar. One follows the Argun River to Manchouli and then follows Road A to Hailar. The other crosses the river at Nove Tsurukhaitui and proceeds to Hailar via Kukotopo (119-23, 50-15), Mergin (119-45, 49-30) and Chibuchinsum (119-35, 49-18).

25X1A Note: The route from Wukunoerh to Hailar via Hant'un is not shown on maps available to this office.

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[REDACTED] Note: AMS L 401, which has been cancelled by the Army Map Service, shows a Chibuchinsumu (Fa-yen-ku-jen) at the coordinates given above. Kuketopo and Mergin, as well as Mongishil (Mongoshil), mentioned in paragraph 4, could not be located on maps available here; the coordinates shown for these places are as stated in the original report.

4. Road C is an important military road that was constructed by widening the small road existing between Borzya and Hailar. Road C runs eastward from Borzya to Klyuchevskoye (116-50, 50-23), Dyrbylkei (117-27, 50-17), Soktui-Milzon (117-47, 50-05), Chindachinskaya (118-00, 50-04), Kaylastuyevskiy (118-22, 49-51) and Mongishil (118-26, 49-48). From Mongishil the road skirts Huchierhtu Mountain (118-45, 49-30), crosses the Argun River, and enters Hailar from the north, by way of Chibuchinsumu. It forms a further link between Manchuria and the USSR and would facilitate military movements from Chita, Merchinsk, Aleksandrovsk-Zavod (117-54, 50-53) and other military centers.
5. The above roads were constructed primarily by Outer Mongolians, supplemented by local residents and Japanese POW's. One Soviet engineer battalion performed guard duty. Most of the construction materials were from former Japanese stocks.

Construction of Fortifications in the Chita-Hailar Area

6. Fortifications have been built at strategic locations along Road C. In particular, Huchierhtu Mountain [hill] has been fortified with artillery emplacements of rock and concrete, camouflaged by newly-planted trees and shrubbery. At the base of the mountain trenches have been dug and encircled with barbed wire. These fortifications were built by Soviet engineer troops and completed in October 1946. In November 1947, one company of Soviet troops was garrisoning the area.
7. Emplacements apparently intended as infantry positions have been constructed in Holopo Mountain (119-12, 49-20) [field identification and coordinates; not shown on current maps available to this office]. The foot of the mountain is encircled with shelter and line trenches, and line trenches extend up and down the mountain, joining the trenches at the foot. These fortifications were completed in June 1947; work was done by Japanese POW's who were later taken to the Borzya area. In November 1947 the area around the mountain was closely guarded by a Soviet "Sniper" company, and only natives living in the vicinity were allowed to approach the fortifications. There were still a number of warehouses and stone quarries dispersed in the area.
8. Chibuchinsumu is an important road junction and is considered the northern base of Hailar's outer defense ring. Soviet troops have enlarged existing Japanese warehouses, and several wells have been dug. In November 1947, two Soviet "Sniper" companies were guarding the area and inspecting travellers.

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